

TRUCK DEMAND GAINS STRENGTH

Cars Also Selling
Well During Late
Summer

General proof of the nation's in-
crease in demand for motor transporta-
tion is shown by the record-break-
ing production of trucks and motor
vehicles given out by Alfred
P. Sloan, general manager, National
Automobile Chamber of Commerce, at
the annual meeting of the
association, which shows that in
the motor industry produced in
the second quarter of 1922
the industry produced 763,000
vehicles, with 1,137,000 cars and
trucks for the full six months.
The record for the same period
of the country in the
usual seasonal decrease.
The slowing down for
the six months will be much less
than last year, and the year's
total will exceed 2,000,000 motor
vehicles, as against 1,668,000 for 1921
or the record figure of

TRUCKS IN DEMAND.
The passenger car end of
the industry supplied the biggest part
of the increase, there has been a
marked increase in the number of
trucks and light trucks, particularly
the lighter type. The truck
business and its need for
transportation facilities.
In some cases they are
used as feeders for electric
power, the enterprising railroad
now taking the truck as
the main line, with particu-
lar reference to short haul business
and door delivery," continued

Students of the indus-
try a substantial year for
the car industry, based not
on the need for motor cars that
were satisfied last year, con-
sidering the fact that thousands of
million in use would wear out,
nearly because the automobile
industry promptly took his inven-
tion and priced his cars on a
comparable with the buying
public.

LOWER COSTS HELPFUL.
The reduction in the cost of
the car and made their arrange-
ment with the dealer and middlemen,
the lower prices were passed
on to the consumer.
The usual can-
dies generally follow aft-
er a large because a substan-
tial number of orders on hand are for
cars, which will continue to be
in demand for the remainder of
the year. The localities,
the 50 per cent of the total
sales during the past three
years for the enclosed types
with the record-breaking
in June of 238,000 vehicles,
a 11 per cent over June,
came an increasing de-
mand abroad. The government
may show that 6798 cars
exported, or 6 per cent increase
over the motor truck exports
or 35 per cent better than
the motor exports were more
times May of 1921.

Cars and trucks were ship-
ped to different coun-
tries, a revival of inter-
national transportation in those

There were more than
one million vehicles registered in
the States.
The engine of
the car by means of a hose
connected to a prepared carbon
pipe, may be clipped
to a bucket of water be-
hind the car. To prevent back
pressure, the hose should be
suspended at the surface of the water
about three inches. The object is
to cool the exhaust gas and pre-
vent the health of the car
and the finish of the car.

WALK ON LEFT OF MOTOR ROAD

This Is Safety Proposal for
Pedestrians on Nar-
row Highways

Pedestrians along country roads
and those who walk in the streets at
night in preference to using the side-
walks can contribute materially to-
ward the reduction of automobile ac-
cidents by walking on the left side of
the road, facing oncoming traffic, ac-
cording to D. H. Lewis, acting exec-
utive chairman of the American Auto-
mobile association.

SEEN ONLY DIMLY.
"Courtesy on the part of the at-
tention driver demands the use of
dimmed lights at night," said Mr.
Lewis, "and this factor, while it con-
tributes to the safety of passing mo-
torists, makes it exceedingly difficult
for the automobile driver to see a pe-
destrian walking along the side of the
road in the same direction the car
is traveling. This difficulty is in-
creased if the pedestrian happens to
be wearing dark clothing. The result
is that the driver is practically on
top of the pedestrian before the latter
becomes visible."

"Walking on the left hand side of
the road is just as good for the pe-
destrian and enables him to see the
approaching automobile in time to
step aside if the motorist does not see
him in time to swerve."

SEES ONCOMING CAR.
"The pedestrian should remember
that the rules of the road require the
autoist to keep to the right and should
contribute to the factor of safety by
keeping to that side of the road which
best enables him to escape the on-
coming car and especially the occa-
sional speed fiend or 'silverboob' who
cares nothing for consequences and
speeds regardless of the rights of
others, for it has been truly said that
whether you were in the right or not
does not matter after you are in the
hands of the undertaker."

MOTOR TIPS

Do you know:
Gas and oil consumption per mile?
Number of points of lubrication on
your car?

What is the purpose of the various
speeds of a transmission?
What is the correct grade of lubri-
cating oil you should use for your
car?

Road speed in miles per hour at
which engine will perform most ef-
ficiently and economically?
On average road, driving at a speed
of 25 miles per hour, what distance is
required to bring your car to a dead
stop?

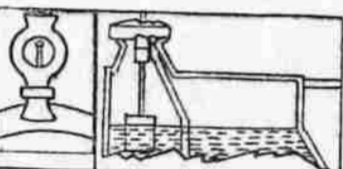
Proper balance is one of the essen-
tials of high speed.
Too many bands or kinks in the
exhaust pipe will cause lack of power.
Never drive faster than 20 miles
an hour, unless you have a clear
right of way.

When plunking, clean up thor-
oughly, removing from sight all cans,
paper and rubbish.
A car will move "crab-wise" if the
front axle is not exactly parallel with
the rear axle.

The good looks of an automobile
can be destroyed by either too few
or too many washings.
The application of a light film of
vaseline in the commutator will lubri-
cate and prevent squeaking of the
brushes.

Wobbly wheels, besides wearing
bearings and otherwise racking the
machine, have an equally destructive
effect on tire tread.
The horn of an automobile should
be used for its true purpose—as a
warning only—not an instrument of
terror. Make the car polite.

WATER LEVEL GAUGE.



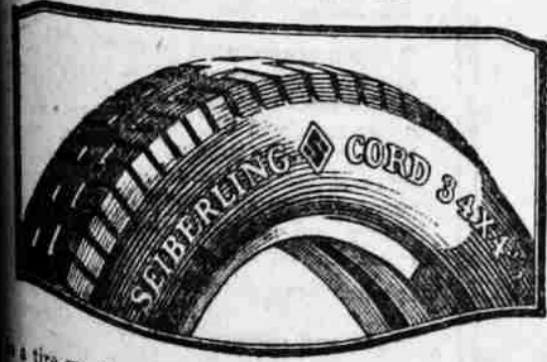
A motor meter that also tells the
level of the water in the radiator is a
new invention for a popular car. A
float has a rod sticking up into the
indicator where movement of the top
of this rod tells the driver just how
much water there is in the system.
At the same time, because of its fun-
nel shape, the indicator acts as a
quick filling device.

DIVIDE

number of miles a tire runs by the amount it cost you
you get the cost per mile.

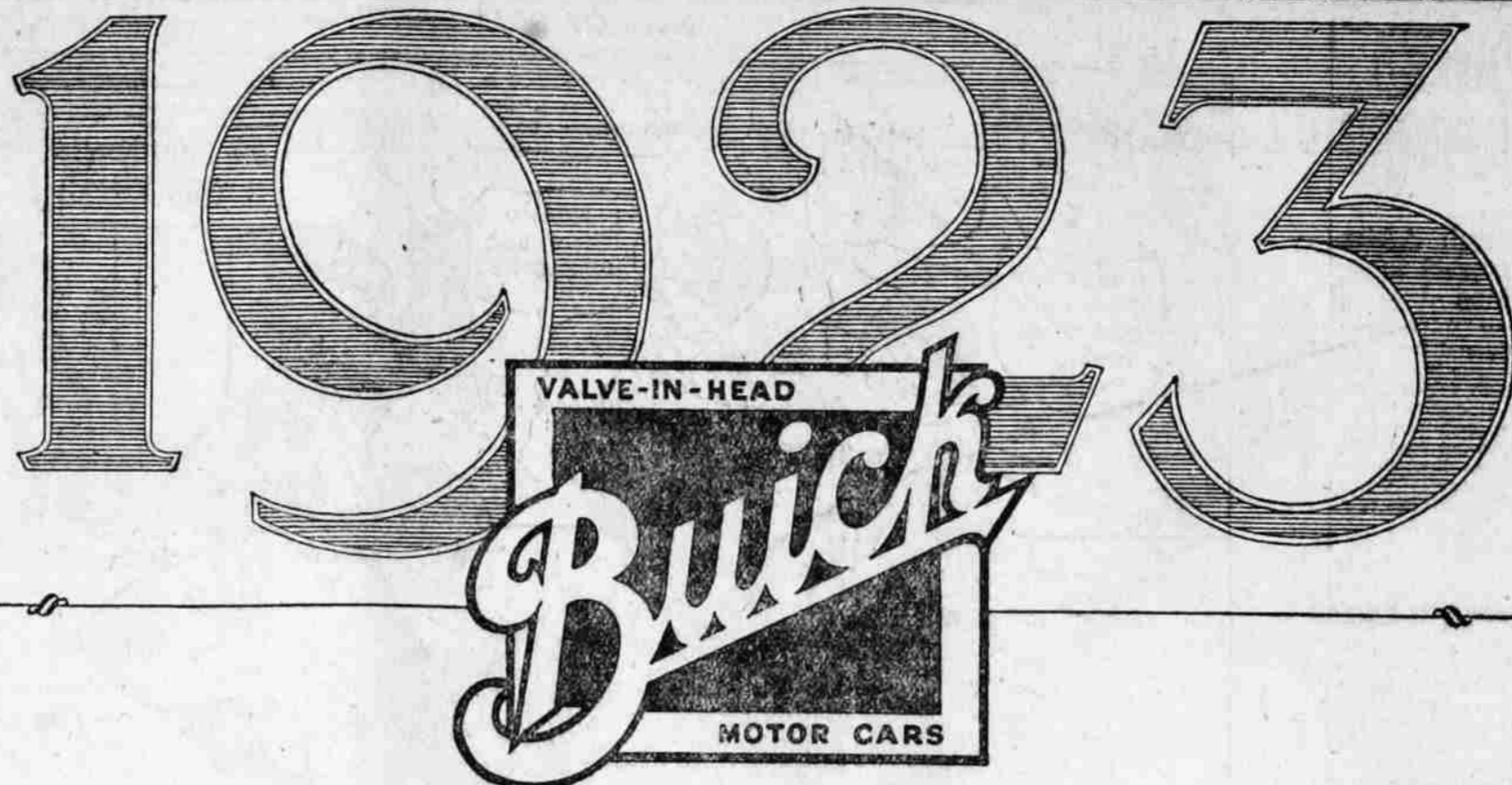
all car owners bought on that basis, instead of on first
makers and sellers of "gyp" tires would soon go out
business. If you're buying tire miles instead of so much
rubber and cotton you'll buy

SEIBERLING CORDS



a tire we are glad to recommend because we know it
will give road service and not road trouble.

Raduct Auto Supply Co.
Twenty-fourth Street
Ogden, Utah



Announcing

A wholly New line of cars built on time-tried
Buick principles but with improvements and
refinements which make their introduction
an event of nation-wide interest.

14 Distinctive Models

Astonishing Values and Prices

SIX CYLINDER MODELS

23-6-41—Tour. Sedan, 5 pass.	\$1935
23-6-44—Roadster, 2 pass.	1175
23-6-45—Touring, 5 pass.	1195
23-6-47—Sedan, 5 pass.	1985
23-6-48—Coupe, 4 pass.	1895
23-6-49—Touring, 7 pass.	1435
23-6-50—Sedan, 7 pass.	2195

23-6-54—Sport Road., 3 pass.	\$1625
23-6-55—Sport Tour., 4 pass.	1675
FOUR CYLINDER MODELS	
23-4-34—Roadster, 2 pass.	865
23-4-35—Touring, 5 pass.	885
23-4-36—Coupe, 3 pass.	1175
23-4-37—Sedan, 5 pass.	1395
23-4-38—Tour. Sedan, 5 pass.	1325

All Prices F. O. B. Flint, Mich.

Ask about the G. M. A. C. Purchase Plan which provides for Deferred Payments

See These New Buick Cars Now at Our Showroom

Watson-Buick Auto Company

2552 Washington Avenue

When better automobiles are built, Buick will build them

TENT OR TRAILER FOR THE TOURIST?



By LEON A. DICKINSON,
Manager Touring and Transportation
Bureau, American Automobile
Association.

The initial problem confronting every
prospective motor camper relates
to the matter of shelter while on
tour.

Unless he intends to sleep in some
building, in which case he can hardly
be classed as a camper at all, he must
decide at the outset whether to rely
on a tent or a trailer.

Each has its advantages and dis-
advantages, and both are used exten-
sively by tourists, though it is un-
deniable that the number of tents is greater
in excess of the number of trailers at
the present time.

The underlying reason for this pre-
dominance doubtless is the smaller
initial cost of a tent outfit, many mo-
torists finding it advisable to sacrifice
something in the way of convenience
for the purpose of economy. Of
course this difference in cost is very
largely offset when the size of the
party exceeds four, because the larger
tents naturally involve the heavier
outlay than those meant to accommo-
date only two or three persons.

QUESTIONS OF MOBILITY.
A trailer outfit can be erected for
use more quickly than even the most
ingenious auto-tents, but is appreci-
ably less mobile on the road. It may
be safely stated that trailers

MOTOR TOURING IN COMFORT.

are inadvisable in mountainous coun-
try, where grades are steep and sharp
turns frequent. In fact, there are
some regions where they are a po-
tential source of danger, particularly
where the driver is inexperienced in
mountain driving.

Some motorists object to trailers
because of their tendency to render
the party unduly conspicuous, though
this can hardly be said to constitute a
serious disadvantage.

Strict justice compels the admission
that several makes of trailer are now
on the market that are veritable mar-
vels of ingenuity as regards the fa-
cilities provided for sleeping and cook-
ing while on the road. It cannot be
denied that there is a distinct advan-
tage in having every single camping
necessity stowed away in a separate
vehicle, leaving the car itself entirely
free from annoying incumbrances.

TYPES OF TENTS.

Those who decide to use tents
should make certain that the type se-
lected provides plenty of headroom
and has a sewed-in floor cloth to keep
out ants and insects. It should have
a minimum of poles and guys consist-
ent with proper rigidity, be well-ven-
tilated, and have its windows screened
against mosquitoes.

The ideal material for tents of this
kind is balloon silk, because it is light
in weight, folds into a very compact
bundle and is strong and waterproof.

Some tents are so designed as to
provide cots or beds for from two to
six persons, these beds being an in-
tegral part of the tent itself.

Competition among manufacturers
has produced a great variety of styles
and shapes, some being made to at-
tach from the top of the motor car
and extend outward like the leanto on
a building, while others are attached
to the running board and fold back to
carry on it, rolled up. Still others
are entirely separate from the car,
these usually giving more freedom of
action, though requiring a little more
time to erect and take down.

TEST FOR SPARK LEAK.



A simple test to tell whether power
is being lost due to a leaking spark
plug is made by dropping oil around
the running board and old back to
the packing joints. If the oil bubbles
it is a sign that gas is escaping at
that point.

OLD TIME TIRE WAS A GAMBLE

Would He Reach the Next
Corner Before Blowout,
Driver Wondered

Motorists today take their tire ser-
vice and mileage for granted, accord-
ing to J. W. Nickson, local Goodrich
tire dealer.

"They have become so accustomed
to getting eight, ten, twelve and even
fifteen thousand miles or more from
their tires that they do not appre-
ciate what science and inventive gen-
ius have done for them."

"In the early days of the pneu-
matic tires, as any old-time motorist
will tell you, every tire was a gamble.
If a man got five hundred miles from
a tire without having trouble he was
surprised. He really expected tire
trouble every mile he drove, and
when a motorist started out to drive
his car he wondered if the tires would
hold out till he got to the next corner."

"Tire manufacturers naturally set
their minds to the problem at once,
and the Goodrich organization quick-
ly produced many improvements in
both mileage and better tires."

"One of the great steps in advance
was the production of the Silvertown
cord tire. This tire established a
new standard higher quality standard and
it gave the user so many more miles
that it was instantly recognized as a
genuine economy."

Too much gasoline, as well as too
much oil in the cylinders, will cause
smoke to issue from the exhaust pipe
of an engine. Oil smoke is white or
blue usually, while too heavy a fuel
mixture will give forth black smoke.

MICHELIN TIRES at Unheard of Prices Further Reduction of 10%

Cords	Size	Fabrics
\$12.80	30x3 1/2	\$11.50
\$13.86	32x3 1/2	\$12.40
\$23.15	32x4	\$16.20
\$23.85	33x4	\$17.10
\$24.80	34x4	\$17.55

This is not a cheap tire—it's standard.

Several desirable used cars of standard make in good me-
chanical shape at regular bargain prices.

Stewart Service Station

2805 Washington Avenue

Phone 522